(No Model.)

D. R. PROCTOR.

SELF LOCKING FREIGHT CAR LABEL HOLDER.

No. 457,031. Patented Aug. 4, 1891.

Fig. 1.

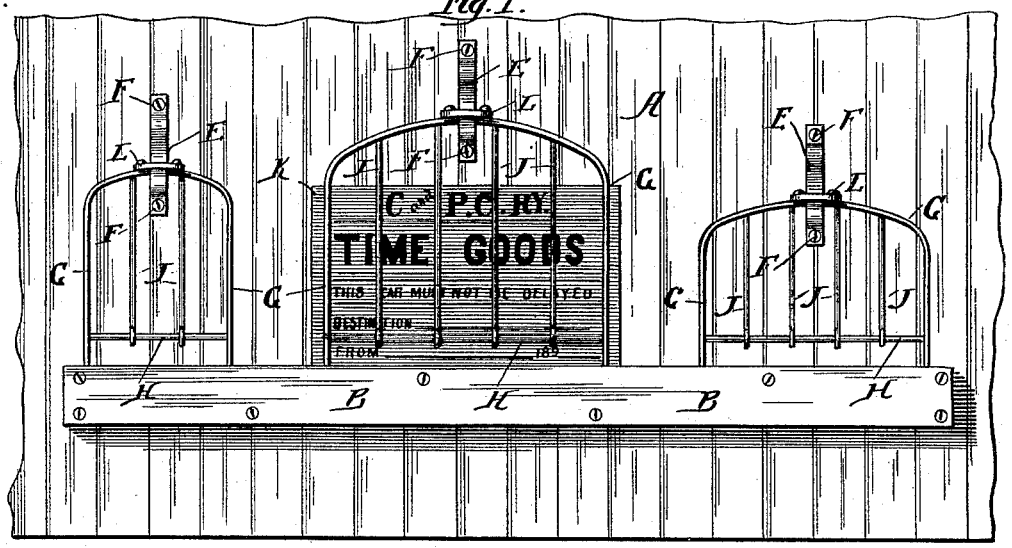


Fig. 2.

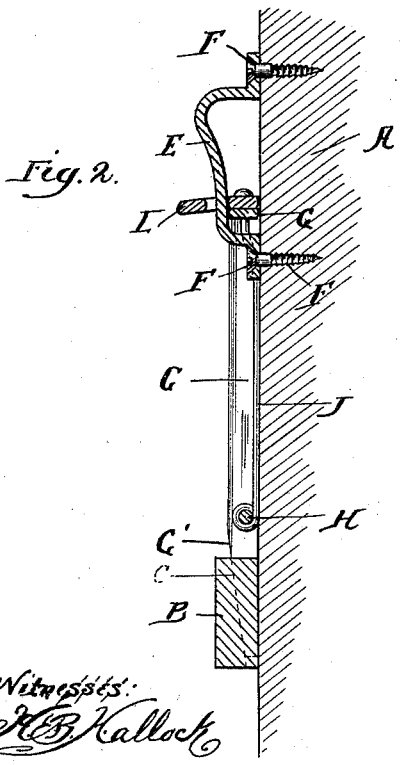
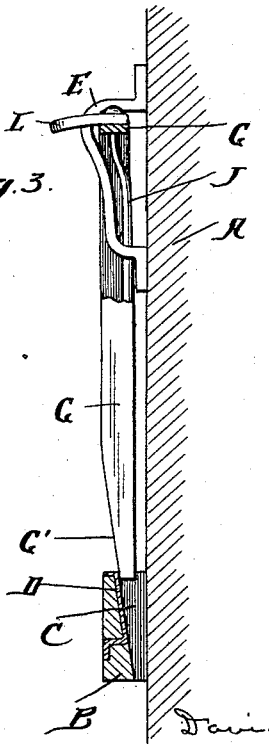


Fig. 3.



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UNITED STATES PATENT OFFICE.

DAVID R. PROCTOR, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE SELF-LOCKING ANTI-TACK FREIGHT CAR LABEL COMPANY, OF ILLINOIS.

SELF-LOCKING FREIGHT-CAR-LABEL HOLDER.

SPECIFICATION forming part of Letters Patent No. 457,031, dated August 4, 1891.

Application filed March 9, 1891. Serial No. 384,235. (No model.)

To all whom it may concern:

Be it known that I, DAVID R. PROCTOR, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Self-Locking Freight-Car-Label Holders, of which the following is a full, clear, and exact specification.

My invention relates to improvements in self-locking freight-car-label holders, and has for its object to provide a cheap, simple, and convenient apparatus whereby freight-car labels may be readily and securely attached to the sides of the cars without the use of tacks and in an expeditious manner.

My improvements are illustrated in the accompanying drawings, wherein—

Figure 1 is a side view of a portion of a car, showing three of my label-holders in position and illustrating three different sizes. Fig. 2 is a vertical cross-section through one of such devices when applied to hold a label in position. Fig. 3 is an end and part sectional view of the same when elevated to permit a label to be introduced or removed.

Like parts are indicated by like letters in all the figures.

A is the side of the car, and on it is secured the strip B, provided with a series of vertical grooves C, shaped as shown. Each groove is preferably lined with the bearing-plate D, and is downwardly contracted, as indicated in the figures.

E is a strap secured by the screws F F to the side of the car, one vertically above each of the grooves C C. This strap serves as a guide, and is shaped somewhat as indicated, being inwardly inclined toward the car toward its lower end.

G is a hoop-shaped piece provided with a cross-bar H and the fingers J J, which hoop-shaped piece, fingers, and cross-bar together serve to hold the label K in position. The hoop is placed through or behind the strap E, and has secured to its upper end the loop L, which passes on the outer side of the strap, so that the strap E passes through the eye formed between the loop and the hoop. The lower ends of the hoop G are beveled, as at G′, to pass within the downwardly-contracted slot or aperture C, the beveled portions G′ bearing against the inclined plate D.

It will be evident from the foregoing and the description of the use and operation of my device that very many changes could be made without departing materially from the spirit of my invention. I think it best to provide each car with two or more of the label-holders of different sizes, so that different-sized cards can be used and securely fastened.

The use and operation of my invention are as follows: When the "securing-frame," which is the general title I apply to the combined hoop, cross-bar, and fingers, is elevated, as shown in Fig. 3, it is freed from the side of the car, and into the space between such frame and the side of the car may be introduced in any desired manner the label which is to be applied. If now the frame be released, its weight will force it downwardly, or it may be drawn down by a slight pull. By the impact of the beveled surfaces G′ against the plate C the lower end of the frame will be forced inwardly toward the car, and thus be made to clamp the lower while at the same time the upper portion of the hoop G will be forced inwardly by its engagement with the lower portion of the strap E. Evidently the label will be securely pressed against the car by such downward and inward motion of the securing-frame. The tendency of the frame during the movement of the car is to further tighten the label, since the tendency of the jolting and shaking of the car is to force the securing-frame farther down and thus more securely press it against the label and the side of the car.

I claim—

1. In a self-locking freight-car-label holder, the combination of a securing-frame adapted to press the label against the side of the car, with supports therefor, which present to such frame downwardly and inwardly inclined surfaces, so that the frame is forced against the car to secure the label.

2. In a self-locking freight-car-label holder, the combination of a securing-frame provided with beveled lower extremities, with a support having downwardly-contracted slots

to receive such beveled ends, whereby the supporting-frame is forced against the car to secure the label.

3. In a self-locking freight-car-label holder, the combination of a securing-frame with a suspending support therefor, which support is downwardly inclined toward the car, so that the frame tends to rest securely against the side of the car.

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